



Steve Olsen Photo

Nate Nelson of Bridal Veil Inspects site of old toll bridge.

Bridal Veil Falls Supporters Looking for True Authenticity

By VICKI BARKER
Herald Staff Writer

Authenticity is the goal but also one obstacle in continuing efforts to spiff up park facilities just below Bridal Veil Falls in Provo Canyon.

The Scenic Canyon Preservation Society is also having trouble persuading the Utah County Commission to rezone the area to allow for more parking, an amphitheater and recreational types of facilities including barbecue pits.

The society is ready to rebuild an old toll bridge that used to cross Provo River to the south side of the canyon. But they lack a photograph or drawing to work from, said trustee David Grow, owner of the Bridal Veil Falls operation.

The society spent \$35,000 on improvements at the old Rotary Park, renamed Bridal Veil Falls Park under a lease with Provo City.

Rebuilding the old toll bridge as authentically as possible is part of the larger scheme.

"It's impossible for me to imagine that somebody doesn't have a picture of someone posing with his girlfriend or new car in front of the toll bridge," Grow said.

The society last spring began searching for a picture of the bridge, but the state roads department, photographers and various other agencies could find none in their collections, Grow said.

Society trustee Nate Nelson said a private donor promises half the \$30,000 needed to rebuild the bridge. "We are looking for other donors and exploring grants for the other half."

The new Provo-Jordan River Parkway trail, due for completion in June, will follow the old road over the bridge.

"We're doing a lot of this in conjunction with the Provo-Jor-

dan River Parkway Authority," Nelson pointed out.

Grow said the society would like the old bridge rebuilt when the trail opens; even better, in time for official opening of Bridal Veil Falls Park about Memorial Day. Nelson noted the park opening will coincide with an arts festival there.

The old highway wound along the south side of the canyon in the late 1800s. Grow said apparently the old toll bridge was built about 1865.

"It appears it was 1927 when the road was moved from the south side to the north side, in the vicinity of Bridal Veil, just before you get to the falls," Grow said.

The parkway trail will be surfaced from the beginning of the canyon up to the falls, Nelson said. On the drawing board is a second trail starting at the park and winding its way to the base of the water falls, Nelson said.

The Bridal Veil Falls Park offers picnicking areas, fire pits, and landscaped areas for recreation such as volleyball, he said. "We also have exercise stations all along the park, kind of like the VITA course."

Future plans are to build a baseball diamond and within two years, rebuild a swinging cable bridge that spanned the river, Nelson said.

"People, from who I've talked to, really enjoyed going across that bridge, so we're looking for donations for that too," he said.

The scenic society and Bridal Veil Falls operators appealed again to the county commission to rezone the area so more parking could be provided audiences at theatrical performances at an amphitheater they anticipate building.

The capacity of the parking lot at the falls now is only 40 vehicles, not counting unimproved parking space across Highway

189.

Putting in parking and building an amphitheater would require changing status of land across the railroad tracks on the south side of the canyon from Critical Environment to Trades and Services.

Grow says the rezone would allow not only more parking but also use of the area for group assemblies, barbecuing facilities and recreational activities such as hiking.

Also, there is a possibility of Bridal Veil Falls again serving as terminus for the Heber Creeper steam train.

Despite support from various county and Provo City officials, the commission denied the rezone request again this week.

Administrative assistant Brent Morris said commissioners are concerned about traffic in and out of the Bridal Veil Falls developments.

He said the developers felt a rezone and building permit would increase the likelihood the state would include an exit off the highway as part of its road project.

"It's one of those things the commissioners would like to see happen, but I think their first regard is the safety of the people and the congestion of traffic up the canyon," Morris said.

"The concern they had was not so much the parking as the concern of people exiting the parking lots all at the same time after attending the theater," he explained.

"Even though parking lots would be available, the commissioners fear people would abuse the parking and park on the highway still, even with the additional parking lots down below."

The administrator said Commissioner Oniel Miner is going up next week to take a look at the situation.

The latest developments in Utah and around the Intermountain West



ure Reaches Flood Accord

ship, that as of today, and projecting through the 45th day and until we know what spring will bring, we believe we have provided adequately for flooding," Christensen said.

He said with the new revenue projections, showing an \$18 million increase in sales and income tax receipts over expectations for the quarter ending Dec. 31, the Senate

feels comfortable in agreeing with the House to fund the \$96 million flood control plan without bonding.

The two legislative bodies seemed far apart on Wednesday, with senators refusing to take most of the flood burden out of the hide of other state programs and the House refusing to even consider bonding for the projects, which representatives called deficit

spending.

With the unexpected \$18 million extra, the legislature is now looking at paying for flood control by taking \$40 million out of Gov. Norman H. Bangerter's proposed \$2.6 billion budget, applying the \$18 million windfall, including \$11 million in government certificates of participation that are already part of the state debt and using the \$30 million of the state surplus Bangerter suggested be spent on flooding.

"That gives you more than the \$96 million you need," said Memmott. The \$96 million will be used to pay for dikes along the Great Salt Lake and other areas near the lake, a system to pump excess lake water into the western Utah desert and a plan to dredge the Jordan River between Utah Lake and the Great Salt Lake.

Senate Appropriations Chairman Warren Pugh, R-Salt Lake, said the budget cuts in Bangerter's proposal will be made across the board. "But you've got to understand," he added. "While these are cuts from the governor's proposal, they are still increases from last year. No program is actually being cut."

House OKs Hogle Zoo Funds

SALT LAKE CITY (UPI) — The Utah House approved a \$1.5 million spending bill to keep Hogle Zoo alive for another year, but its refusal to fund a zoo in Logan brought cries of territorialism from northern Utah lawmakers.

"There is no logical reason why we should provide state funding for Hogle Zoo in Salt Lake County and refuse state funding for Willow Park Zoo in Logan," Rep. Rob Bishop, R-Brigham City, said prior to the vote Thursday.

"The only difference is that one is in Salt Lake County and the other is in northern Utah," Bishop added. "I am quite offended that when there is a problem in Salt

Lake County it is a statewide problem and when it is outside Salt Lake County ... it is not a state problem."

But the bill's sponsor, Rep. Olene Walker, R-Salt Lake, said backers had to agree to several compromises to get the measure out of committee and before the full House in the first place.

Originally, the bill called for the state to take over ownership of both the Hogle and Willow Park zoos. But the measure was amended in committee to just supply the grant to keep Hogle Zoo going until the pros and cons of state ownership can be further studied.

Passes Critical Stage

the most critical stage so far of the process and not encountered major obstacles."

He said the crews, working around the clock, had completed their third seal in the mine, approximately 1,000 feet from the portal they first entered last month. Rescuers were driven from the mine four days after the fire began and its entrances sealed in order to deny oxygen to the fire.

The crews have been constructing seals about every 600 feet as they move inside the mine, then ventilating the sealed area and pumping carbon dioxide into the next area to cool it.

Henrie said crews encountered

several "hot spots" in the third area they recovered and were sealing those areas so an effort could be made to put out smoldering coal. But he said that posed no big problem.

"If they were to find unexpected fire or unexpected fire damage, that would have set them back a week or a month," he said.

The next important step will be when the workers try to make the turn into tunnels called "First North," where the bodies are located, Henrie said.

"First North is critical because it is the only access to that whole north section where the bodies are found," Henrie said.

NASA Facing Tight Schedule

CAPE CANAVERAL, Fla. (UPI) — The space agency plans to launch two shuttles just 15 days apart next month with the blastoff of Challenger and Sen. Jake Garn, R-Utah, delayed another day to March 4.

Top officials with the National Aeronautics and Space Administration met Thursday for a formal "flight readiness review" and pushed Challenger's already delayed liftoff back a day because of trouble getting the ship ready for launch.

But shuttle chief Jesse Moore said engineers at the Kennedy Space Center insist they can ready Challenger's launch-damaged pad in time for Discovery's March 19 liftoff.

"The only factor we considered was possible damage to the pad and we believe it will be minimal," Moore said. "Discovery is ready and we hope to be also."

It will mark the first time NASA has ever tried to send two shuttles aloft so close together and workers will be pressed to the limit.

"The cape is extremely optimistic about the probability of meeting (Discovery's) launch date and that's based on their experience with 15 previous flights," said NASA spokesman Charles Redmond.

"The poll of the flight readiness review team members produced no desire to look beyond March 4 as the window for Challenger."

Challenger had been scheduled to take off Feb. 20, but delays getting the shuttle to the launch pad and continuing work to repair the ship's heat-shield tile system prompted an 11-day slip to March 3.

Challenger's crew — commander Karol Bobko, co-pilot Donald Williams, Phoebe Selden, Jeffrey Hoff-

Neo-Nazi Found Guilty

The bearded defendant, who apparently remained calm when the verdict was announced, was taken away in shackles by heavily armed U.S. marshals pending his March 29 sentencing on the assault charge and 11 related counts of illegally possessing firearms and explosives. He pleaded guilty to those charges last week.

Yarbrough's attorney said he was "disappointed" by the verdict, which was reached after deliberations that the jury foreman said were lengthened by a holdout by several panel members who initial-

ly argued to acquit the defendant.

The attorney, James Kaufman, said Yarbrough was surprised by the decision.

"He was hopeful that we had a chance to win this," Kaufman said. Yarbrough, an alleged key member of the violent neo-Nazi gang "The Order," testified earlier Thursday he fled when FBI agents tried to arrest him because he was afraid he would be killed.

He said he was suspicious of all strangers who entered his secluded 10-acre estate because he had been harassed due to his white supremacist activism.

ps' Letter Praised, Criticized

Teaching and the U.S. Economy."

The letter criticizes the economic structure of the United States for concentrating the bulk of the nation's wealth in the hands of a few while others starve and go homeless.

Weston School of Theology in Cambridge, Mass.

The bishops contend "no one is justified in keeping for his exclusive use what he does not need when others lack necessities." They say current levels of unem-